

...in each case.

THE No. 1 Scrapper at the Hongkong Docks to-day received 6 months' hard labour, for being illegally in possession of two patent drums, the property of the Dock Company and valued at \$24.00. An officer of the company said they had mislaid 20 or 30 drums lately. It had been the practice to lend them to the coolies for use outside and they had to be returned at 5 am each day. The accused had done nothing whatever to do with such things in his work.

It is with much regret that we have to record the death of Police Constable Sutton, 54, which had event took place at the Government Civil Hospital at 4 o'clock this morning. He was very well liked by his comrades who speak of him as a kind hearted, well-disposed, jolly fellow whose early departure from this world is deeply felt by his friends and especially by those who were closely intimate with him. He came here from Yorkshire to join the Police two years ago in company with Constable Bell on a five years' agreement and proved to be a very promising young man and an able aid to the Police. His death is attributed to long standing lung complaints and he expired at the early age of 32 after having been in Hospital for about three months. The funeral took place to-day and was largely attended by members of the Force.

THREE men were to-day charged by Inspector Moffatt and Sergeant Williamson with having yesterday removed the dead body of a male child without a permit. One of them was carrying the corpse in Queen's Road yesterday afternoon and its legs, head and feet were exposed. At the charge room they produced a household registration paper saying it was a permit. Inspector Moffatt said that there was a swelling on the child's leg and the cause of death might possibly be plague. The case was remanded till to-morrow in order that evidence may be got from the Tung-Wa Hospital. One of the defendants who is in charge of an undertaker's shop produced what he called a permit but it only proved to be a general licence to bury Chinese bodies. The first and second men were allowed bail in one surety of \$50 and the third in one surety of \$150.

THE *Bremen*, another new Norddeutscher Lloyd steamer, arrived in Australia last month and it is claimed for her that she is the largest vessel that has ever crossed the line, her gross measurement being 11,000 tons. The *Bremen* possesses all the grand qualities of the *Frederick der Grosse*, but in addition she has some later improvements. In this electricity has been used. She is fitted with 16 electric cranes for cargo. Four of these have each a lifting capacity of 55,641 lbs., and 12 are equal to weights of 33,091 lbs. and all have a swing of 20 ft. 6 in. They are said to run smoothly, and to be easily controlled. The *Bremen* is being followed by the *Koenigin Luise*, of 10,560 tons, due in Sydney on January 14th. She is on her maiden voyage. All the boats were built for German shippers. In addition to these new vessels the company have the four new Atlantic ships of 6,621, in length, 10,000 tons, and 20,000 indicated horse power, of the *Kaiser Wilhelm der Grosse* class. Considering the comparatively short existence of the North German Lloyd's the company certainly affords a wonderful example of growth from a very humble beginning with only one vessel.

SENSATIONAL NEWS FROM THE NORTH.

Our evening contemporary published the following at noon to-day :-

SHANGHAI, January 6th.

On Tuesday last, the 4th instant, the Tung-ki-Kang stamped the agreement leasing Kiaochow, unconditionally, to Germany for a period of 99 years.

The Emperor of China immediately after appended his signature to the agreement, which puts an end to the present dispute with Germany.

Russia is endeavouring to obtain similar terms in respect of Port Arthur and the Liaoting Peninsula as far north as Tientsin.

It is generally believed, however, that she has frustrated her design owing to the determined opposition of Great Britain and Japan, between whom the existence of an alliance is openly avowed at Peking.

The Anglo-Japanese alliance has for its object the maintenance of the *status quo* both in Corea and in China.

Both Powers are determined to prevent any of the other Powers from obtaining an undue ascendancy in either of these countries and from obtaining a position which would endanger the balance of power in the East.

Great Britain and Japan have agreed that Russia shall withdraw her troops and *gendarmes* from Corea, but it is made a stipulation that Russia shall withdraw whatever forces she has in Corea and depose the Russian officials recently forced upon the Korean Government.

These proposals are made with the intention of declaring the complete independence of Corea and an international agreement between Great Britain, Russia and Japan.

In view of the fact that Russia has refused to accept the proposals of Great Britain and Japan, it is believed that war will certainly be declared.

CHINESE POLICE AGAIN.

In stulting contrast to the conduct of Police Constable Hammond is that of a Chinese constable, Lie Chung Yaw, 234, who was placed in the dock at the Police Court to-day charged with misconduct as a Police constable.

The following evidence was taken.

Law Fei—I am a boatman in a bumboat of which Cheung Ho is the master. On the 4th inst. at 10.30 a.m. I was on board my boat near the London wharf off the Frays near the Central Market. A lot of men brought with them bottles of brandy on board. As they were not the quality required my men took them back to the shop to change them. Just as he was leaving the boat for this purpose the defendant came on board and said: "By having these things on board you are breaking the law. I shall arrest you. If you have no money to pay me I shall arrest you. I shall arrest you." I said: "I do not know the law. I will give you a few dollars to drink and you will overlook the matter." The defendant said: "I will not speak to you; fetch the man who is the master of the boat." He told me that the master of the boat was a chieftain of the master. I pointed out to him that this was not the law. The defendant was to plain clothes and I said that he was a constable and that his name was Lie Chung Yaw. He showed me a badge on his breast, a white cloth of mine brought the master of the boat to the shop to change them.

TROUBLE WITH A RICKSHA COOLIE.

A LECTURE FROM THE BENCH.

A Kowloon ricksha coolie was brought before Mr. Woodhouse to-day charged by Mr. J. A. Plimmer (of Bradley & Co.) with behaving in a disorderly manner last night.

Complainant said he arrived in Kowloon by the 7.30 boat and there being no rickshas on the wharves had to walk half the way to his home. Then he met defendant and asked him to take him but he was refused and was told there were no rickshas who would take him. Complainant threatened to take him to the Police Station and then defendant took him. The coolie was ordered to go to Yau-mai but he refused and would not stop when ordered to do so. Complainant jumped out and defendant ran off, leaving the ricksha with complainant and took him to the Police Station at Tsim Sha Tsui. It was quite a common thing, Mr. Plimmer said, for ricksha coolies at Kowloon to behave in a disorderly manner and refuse fares, especially from ladies. The distance defendant had to take him was about two or three minutes' run. Defendant was violent before complainant got into the ricksha and used bad language in Chinese.

In reply to the Magistrate defendant said he had been returned with two rickshas from Hongkong and he told complainant one of them would take him as he had no rain coat and they would. Complainant was taken towards his house and then wanted to go to Yau-mai. Defendant refused and they went to the Station together. Plaintiff in reply to the Magistrate said he would have taken one of the other rickshas but they had all run off. He did not see a policeman all the way from the wharf to the station.

Mr. Woodhouse: Were they all sheltering from the rain? (To defendant) This is only one of many complaints from Kowloon and I want to thank you can do just as you please and can take or refuse fares just as it suits you. One of the principal conditions of your license is that you cannot refuse a fare unless for some very good reason indeed. Your behaviour also was insolent and you were swearing in Chinese in your usual disgusting way. You are fined \$5, in default 14 days and your license is to be cadored.

THE FIGHT IN THE AUSTRIAN PARLIAMENT.

VIENNA, November 24th.

The proceedings at to-day's sitting of the Austrian Reichsrath degenerated into scenes of actual violence, such as have probably never been witnessed in any Parliament. The order of the day was the second reading of the provisional *Ausgleich* Bill. Obstruction was resumed by the Opposition in the form of repeated divisions on the inclusion of petitions against the language ordinance in the minutes of the proceedings. The first symptoms of disorder occurred after the sixth division, when a Czech Deputy named Dr. Dyl, in concert with the majority, proposed that this long array of petitions should be included in the minutes. This measure would have brought the obstruction to an end for the day, as the question could then have been decided by a single division. This piece of strategy was immediately detected by the Opposition, who declared the motion to be out of order and determined to thwart it at all costs. In vain the President endeavoured to quell the disturbance. He was greeted with "Polish scoundrel!" "Swindler!" "Bitch!" "Blackguard!" "Wretch!" and "Badmash!"

Herr Schönerer asked leave to address the House, but the President refused him permission. Herr Schönerer then made a rush for the tribune, declaring that he had the right to speak as any other member. He seized the President's bell, which was forcibly wrested from him. The Ministers retired to the lobbies and the President fled from his seat. This stands out on a raised platform, which was thereupon occupied by members from both sides of the House. A general scuffle ensued, and an Opposition member who seated himself in the President's chair. On the President's returning to resume his place he was greeted with frontal cries from the German benches. On taking his seat he said that as Herr Schönerer had used the bell before him, he wished it to be removed and to have another. Herr Schönerer's friends, and foremost among them Herr Wolf, hammered on the President's emblem, and eventually the sitting was once more suspended.

At this juncture a free fight took place. Hon. members tore each other's hair and struck out with fist and left with their fists. Herr Wolf was seized by the hair and dragged to the ground by a number of his opponents, where he lay for some time about the head and face. Ultimately the President's bell was thrown at him. It looked as if actual homicide were about to be committed. Cries of "Shame!" came from the galleries, but were unheeded. On Herr Schönerer's endeavouring to use the chairs as missiles he was thrown down, his hair and beard were pulled, and his head was belaboured unmercifully.

While this scene was being enacted on the floor of the House screams proceeded from the President's platform, and a member who was sitting in his place was seen struggling manfully. He was fortunately rescued by a comrade in time before he had time to use it. He was manfully beaten and half-stuffed during these proceedings. Deputy leader Herr Wolf by the throat, while others tore the clothes from his back. On being rescued by his friends he declared, while lying in an exhausted condition against the wall, that he would bring a revolver with him next time. The glass of water on the President's table was emptied on the combatants.

When things were about at their worst the President reappeared, and on closing the sitting, declared that those gentlemen who were able to inform him which benches he was to address, violence should follow him *in* his business, under a protocol of the proceedings were drawn up. The Minister of Justice was present take cognizance of the document.

London, November 27th.

Another sitting of the Austrian Reichsrath was held yesterday, when the proceedings were characterized by *leghilful* tumult.

The President of the Chamber (Dr. Kautner) is struck and kicked by Opposition deputies, who shouted that he was a scoundrel and a traitor. They also hurled desks in front of the President.

Count Badeni, the Premier, thereupon summoned four police who, amid desecrating yells and insults, dragged out the Socialist deputies by their ears and arms.

The spectators in the galleries joined in the scenes. "The people are betrayed," "The Constitution has been violated."

The Chamber became a perfect pandemonium. Herr Wolf, Herr Schönerer, and 12 other deputies were suspended and ejected from the chamber, fighting violently meanwhile.

Hotels.

WINDSOR HOTEL,
HONG KONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-
LAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favorable Arrangements made for Families for Monthly or Extended Periods.

BILLIARDS.
P. BOHM,
Proprietor & Manager,
Hongkong, 3rd April, 1865. (21)

**I SAY! HERE'S SOMETHING GOOD,
THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.**

**WHATS THE MATTER WITH THIS
TARIFF?**

BREAKFAST	.....	\$ 0.55
TIPPEN	.....	0.75
DINNER	.....	1.00
MEALS DAILY (Monthly Rate)	.....	40.00
TIPPEN	.....	15.00
DINNER	.....	20.00
TIPPEN & DINNER	.....	30.00
BREAKFAST & TIPPEN	.....	15.00
BREAKFAST & DINNER	.....	25.00

**BEST OF VIANDS SERVED IN THE
BEST OF STYLES.**

J. P. GOODCHILD,

Manager.

Consignees.

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "COLUMBIA,"
FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE AND MOJI.
THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersig-
nature and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk and
expense.
DODWELL, CARLILL & Co.,

Hongkong, 3rd January. 1868. [11-14
"GLEN" LINE OF STEAM PACKETS.
FROM NEW YORK AND STRAITS.
THE Steamship
"GLENESK"
 having sailed from the above Ports, Commanded

Cargo remaining undelivered after the sixth instant will be subject to rent.

No fire insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages, not later than the 17th instant, otherwise they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant at 11 A.M.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,

Hongkong, 3rd January, 1898. [L-w 44]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
" PINGSUEY "
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
 Goods will be admitted after the Goods

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 10th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY the 10th instant at 3 P.M.

No Fire Insurance has been effected, and the Cargo is at the risk of the Owners.

Goods remaining in the godowns after the 1st instant will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd January, 1868. [45]

**OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY.**

NOTICE

CONSIGNEES of CARGO per Steamship
"GAELIC."
 The above Steamer having arrived; Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and

expense.
J. S. VAN BUREN,
Agent.
Hongkong, 5th January, 1898. [1-5]

NOTICE.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or members
of the Crews of the following Vessels during
their stay in Hongkong Harbours:-
AUSTRALIAN, Brit. str., P. T. Helms-Gibbs
Livings & Co.
FAMER SCHOLFIELD, Brit. bk., Vetch-Orders
HERMANN, Ger. str., Gernitzke-Melchers & Co.
LOREAIN, Italian bk., Forast-D. Muenz & Co.

SEKIRK, British Is., Jas. Crowe—Order.
 BERRANG, Am. Is., M. G. Waterhouse—Order.
 SYMATRA, British Is., T. Jones—Widow & Co.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	Kobe and YOKOHAMA	THURSDAY, 20th January, at 4 P.M.
YAMAGUCHI MARU	SINGAPORE, COLOMBO and BOMBAY	TUESDAY, 25th January, at Noon.
KAGOSHIMA MARU	SEATTLE, WASH., VIA Kobe and YOKOHAMA	THURSDAY, 27th January, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY, MELBOURNE	FRIDAY, 28th January, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th January 1898

TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co, Hongkong.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: £ 300,000
Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE:
At Dordrecht (BACALAN), France
At Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for M. DYLE and B. BACALAN.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG.

CARBOLINEUM-AVENARIUS

Used for over 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896.

DENTISTRY

M. R. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 55, Queen's Road Central,
Hongkong, 3rd January, 1898.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
35, DIVISION STREET, KOBE.
Hongkong, 15th March, 1896.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Cass, will be despatched as above
TO-MORROW, the 8th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATTHEW & Co.,
General Managers.
Hongkong, 3rd January, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"
Captain Dodd, will be despatched as above
TO-MORROW, the 8th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th January, 1898.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"
Captain Taylor, will be despatched for the
above Ports TO-MORROW, the 8th instant,
at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th January 1898.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"
Captain Lehmann, will be despatched for the
above Ports on SUNDAY, the 9th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 6th January, 1898.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Steamship

"GHAZEE,"
Captain Bailey, will be despatched as above
on or about WEDNESDAY, the 12th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th January, 1898.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Steamship

"ARGYLL,"
Captain Ward, will be despatched for the
above on or about WEDNESDAY, the 12th
instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th January, 1898.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENEDI,"
Captain Farquhar, will be despatched as above
on or about the 17th January.
Application for Freight should be made in
advance as there is only a limited space
available.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 31st December, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"
Captain Barr, will be despatched as above
on WEDNESDAY, the 19th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd January, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT,"
Captain C. Hamse, will be despatched as
above on or about the 31st instant.
To be followed by the
S.S. "LYDERHORN" on or about 15th Feb., 1898.
S.S. "ORWELL" on or about 28th Feb., 1898.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th January, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

STRAITS, CEYLON, MEDITERRANEAN

PORTS, ANTWERP, BREMEN AND

HAMBURG.

THE Company's Extra Steamship

"DARMSTADT,"
will be despatched as above on or about the
15th of February, 1898.
To be followed by the
"CREFFEL"
on or about the 15th of March, 1898.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th December, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 AT American Ship

"NEW YORK,"
Peabody, Master, shortly expected here, will load
for the above Port, and will have prompt
despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd December, 1897.

SALES AGENTS FOR

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

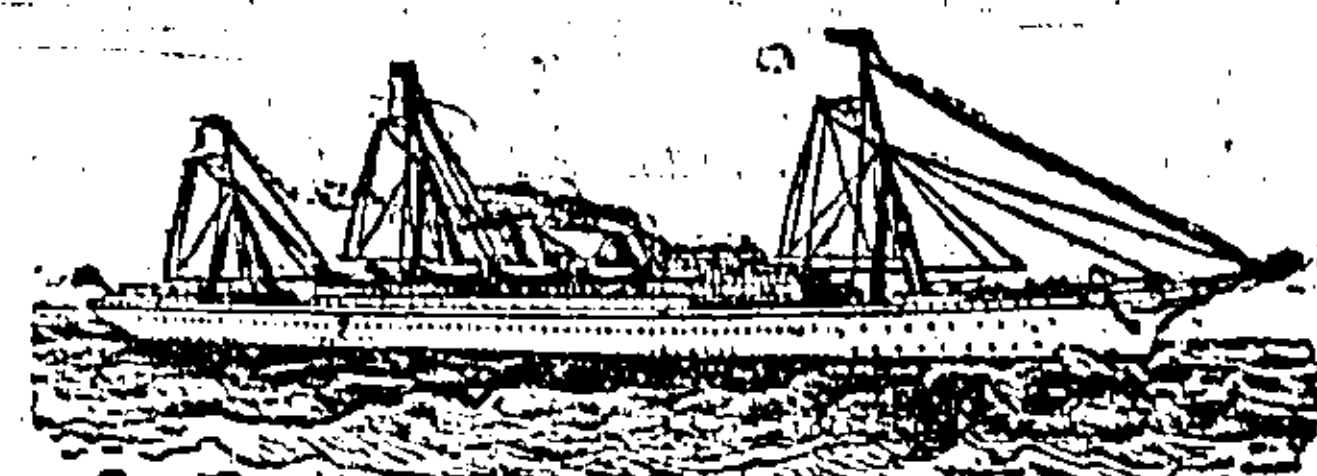
REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R.....WEDNESDAY, 19th Jan., 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 16th Feb., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 16th Mar., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 29th December, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,

CENTRAL AND SOUTH AMERICA, AND
EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....
Saturday, 15th Jan.,
at Daylight.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea and Yoko-
hama).....
Thursday, 3rd Feb.,
at Noon.

Belita (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....
Thursday, 22nd Feb.,
at Noon.

THE Company's Steamship

"CAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU on
SATURDAY, the 15th Jan., 1897, at Daylight.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAETIEN'S GENUINE

COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAHLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Columbia | 2,605 | A. Gow..... | Jan. 11.
Tacoma | 2,549 | A. Dixon..... | Feb. 1.
Victoria | 3,167 | J. Treachbridge..... | Feb. 22.
Olympia | 1,591 | Dobson..... | Mar. 15.

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Peltan... | 2,338 | A. Gow..... | Feb. 8.
Bravamar... | 1,601 | E. Porter..... | Mar. 5.
Mogul... | 3,654 | W. H. Wright..... | Mar. 29.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.
DOCTOR AND STEWARDESSE Carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 22nd December, 1897.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONVENTUAL and
AMERICAN PORTS).

THE Steamship

"THAMES,"
Captain E. R. Dowell, R.N.R. carrying Her
Majesty's Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 13th
January, at Noon, taking Passengers and Cargo
for the above Ports.

All Cargo for France and London will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 30th December, 1897.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.